

Claims

[1] A motorcycle, characterized by comprising: a rear arm, at one end of which a rear wheel is axially supported and the other end of which is pivotally supported by a body frame via a pivotally supporting shaft; a cushion unit interposed between the rear arm and the body frame so as to be located between the pivotally supporting shaft and the rear wheel; and a lock arm placing unit that houses a lock arm for theft prevention having left and right arm sections and a bent section coupling ends of the left and right arm sections each other, and in that the lock arm placing section is constituted to house the lock arm in a state in which the left and right arm sections of the lock arm are located on both sides of the cushion unit.

[2] A motorcycle according to claim 1, characterized in that the lock arm placing section is constituted to house the lock arm in a state in which the left and right arm sections are located on both left and right sides in a vehicle width direction of the cushion unit and extend in a front-to-rear direction of the vehicle.

[3] A motorcycle according to claim 2, characterized in that the lock arm section placing section is constituted to house the lock arm in a state in which the lock arm is slanted down forward in the front-to-rear direction of the vehicle and one of the left and right arm sections is located in a position lower than the other.

[4] A motorcycle according to any one of claims 1 to 3, characterized in that a lock body, which fixes the lock arm in the lock arm placing section, is arranged between the cushion unit and the bent section of the lock arm.

[5] A motorcycle according to claim 1, characterized in that the lock arm placing section is formed on an upper surface of a mud guard disposed above the rear wheel.

[6] A motorcycle according to claim 1, characterized in that the lock arm placing section is arranged between a muffler arranged on a lower side of a seat for a tandem rider and the cushion unit.

[7] A motorcycle according to claim 6, characterized in that a shielding section for shielding heat from the muffler is integrally formed in the lock arm placing section.

[8] A motorcycle according to any one of claims 1 to 3, characterized in that the lock arm placing section is arranged below a cross member that couples left and right seat rails, which support a seat, each other and supports the cushion unit.

[9] A motorcycle, characterized by comprising: a seat arranged above a rear wheel; a muffler of an exhaust system arranged between the seat and the rear wheel; and a lock arm placing section that houses a lock arm for theft prevention having left and right arm sections and a bent section coupling ends of the left and right arm sections each other, and in that the lock arm placing section is arranged under the seat and

near the front of the muffler.

[10] A motorcycle according to claim 9, characterized in that an exhaust pipe, which leads to the muffler and is disposed in a vehicle width direction in parallel to the lock arm placing section, is provided, the exhaust pipe is displaced to one side in the vehicle width direction from a width direction center line of the vehicle in a section where the exhaust pipe and the lock arm placing sections are disposed in parallel in the vehicle width direction, and the lock arm placing section is constituted to house the lock arm in a state in which the center line in the vehicle width direction of the lock arm is displaced to the other side in the vehicle width direction from the center line of the vehicle.

[11] A motorcycle according to claim 10, characterized in that a connecting section of the exhaust pipe and the muffler is displaced to one side in the vehicle width direction from in the width direction center line of the vehicle.

[12] A motorcycle, characterized by comprising: a pair of left and right seat rails supporting a seat; and a lock arm placing section that houses a lock arm for theft prevention having left and right arm sections and a bent section coupling ends of the left and right arm sections each other, and in that the seat rails have a first portion located near a front end of the seat and a second portion located further in the rear in a front-to-rear direction of the vehicle than the first portion

and having a vehicle width direction interval larger than that of the first portion, and the lock arm placing section is constituted to house the lock arm in a state in which the left and right arm sections of the lock arm extend upward to the rear in the front-to-rear direction of the vehicle in a state in which the left and right arm sections are arranged in the vehicle width direction, the bent section is located in the rear in the front-to-rear direction of the vehicle, one arm section passes below a space between the first portion and the second portion of the seat rails in a plan view, and a tip of the one arm section is located further on an outer side than the first portion and further on an inner side than the second portion in the vehicle width direction.

[13] A motorcycle according to claim 12, characterized in that the lock arm placing section is constituted to slant and house the lock arm such that the one arm section is located in a position lower than the other arm section.